

COAST GUARD

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DISTRICT PORT SECURITY OFFICERS CONFER AT HEADQUARTERS

A conference of all district port security officers was held at Coast Guard Headquarters from June 7 to June 11 inclusive. The purpose of this conference was to afford a closer link between Headquarters and the port security personnel in the field in order to enable them to carry out their activities with maximum efficiency. The district port security officers have been appointed to the staffs of the district Coast Guard officers and are charged with supervising and coordinating all port security activities in their districts.

At these meetings each district port security officer presented an oral report concerning port security activities in his district and setting forth all special problems, needs, activities, and future plans for his district. The chiefs of each division at Headquarters then presented discussions of approximately 30 minutes each covering the activities of their divisions as they relate to port security. On the last day of the conference, the members were taken to the Coast Guard training station, Fort McHenry, Md., where they viewed the training of port security personnel. As a result of the mutual exchange of information and the frank discussion which ensued of existing problems, it is felt that substantial progress has been made toward closer coordination between Headquarters and field activities.

COAST GUARD CUTTER SPENCER SINKS SUBMARINE WHILE ON CONVOY

The Coast Guard Cutter *Spencer*, recently while acting as a convoy escort

vessel, heard, with her listening devices, followed, depth charged, and finally sank by gunfire a German submarine, taking many of the survivors prisoner.

The *Spencer*, a 327-foot vessel under the command of Commander Harold S. Berdine, was proceeding ahead of the convoy in clear weather when the submarine was detected, lying in wait and completely submerged directly in the path of the oncoming ships. The *Spencer*, on reaching the spot where the submarine was believed to be, dropped depth charges. She then circled and dropped another pattern of depth charges close by.

The submarine tried to escape by running under the convoy, where the noise of the cargo ships' screws would interfere with the operation of the *Spencer*'s sound apparatus. The cutter continued to follow the U-boat through the columns of ships. When the convoy was out of the way, the cutter delivered a third depth charge attack upon which the submarine came to the surface. The *Spencer* opened fire with her guns and was aided by the Coast Guard Cutter *Duane*, which had come up. Though the submarine's crew were able to man her deck guns, little damage was done to either cutter.

As the submarine settled in the water apparently because of damage by both depth charges and gunfire, many members of her crew abandoned ship. The *Spencer* picked up more than 40 who were floating in the water.

CHIEF OF OPERATIONS IS PROMOTED TO RANK OF REAR ADMIRAL

Capt. Charles A. Park, Chief Operations Officer of the United States Coast Guard, and formerly Deputy Commissioner of Lighthouses before the consolidation of that service with the Coast Guard in 1939, was sworn in with

¹ Published with the approval of the Director of the budget.

the rank of rear admiral on June 12. Rear Admiral Park has held the position of Chief of Operations since July 1942.

Shortly after the consolidation of the Lighthouse Service with the Coast Guard, Rear Admiral Park resigned from his civilian position as assistant to the Commandant with the title of principal aids to navigation officer, to accept appointment as a captain in the military branch of the Coast Guard.

Prior to his appointment as Chief Operations Officer, he served as head of the Aids to Navigation Division at Coast Guard Headquarters. His work during this time involved the coordination of all matters concerning the operation, maintenance, extension, and improvement of the systems of navigational aids.

Before coming to the Coast Guard, Rear Admiral Park held the position of Deputy Commissioner of Lighthouses, the Lighthouse Service then being a part of the Department of Commerce. He was promoted to this position from that of Chief Engineer of the Lighthouse Service. His earlier years were spent in Detroit, Mich., where he served as Superintendent of Lighthouses for the eleventh lighthouse district embracing Lakes Superior, Huron, and St. Clair and connecting waters. One of his prime interests while at Detroit and also while Deputy Commissioner of Lighthouses, was the development of a system of radio aids to navigation, including the radiobeacons and also distance finding signals. The establishment of radiobeacons and their effective utilization by the maritime interests was in a large measure the result of his efforts.

Promotion to the post of Superintendent of Lighthouses came to Rear Admiral Park after a number of years in other capacities in that same district beginning in 1911.

Rear Admiral Park was born in New Lexington, Ohio, on November 30, 1882. After receiving his preliminary education there, he attended Ohio State University, graduating with a degree of B. S. in civil engineering in 1907. His first position was with the United States Land Office in Wyoming, from which he transferred to the War Department as a civil engineer and supervisor of construction, also in Wyoming. Upon leaving his work under the War Department he entered the Lighthouse Service in Detroit.

Rear Admiral Park is a member of the American Society of Civil Engineers, the Washington Society of Engineers, and Sigma Xi honorary scientific society.

PORT SECURITY REGIMENTS BEING ORGANIZED IN SAN FRANCISCO AND OAKLAND

Arrangements have just been completed for the organization of regiments of the Volunteer Port Security Force in both San Francisco and Oakland, Calif., where these forces will take over a large part of the work of guarding docks, terminal facilities, and ships engaged in the handling of war cargoes.

Col. Ray Ward, president of the Marine Exchange of San Francisco, and an executive in a large industrial and marine insurance company, has been selected to head the San Francisco regiment. He was made a temporary member of the Coast Guard Reserve, with the rank of commander, and will serve on a part-time basis without pay. Mr. Harry D. Evans, of San Francisco, has been selected as executive officer of the regiment.

It is expected that officers of the East Bay Regiment in Oakland will be appointed within a short time.

MANY COAST GUARD UNITS RENDER ASSISTANCE IN MIDWEST FLOODS

During the flood which inundated parts of the Illinois, Mississippi, and Missouri River valleys in May, the United States Coast Guard removed to safety from flooded farm lands more than 5,000 persons. In addition more than 2,000 horses and cattle, 2,000 hogs, and innumerable chickens, sheep, goats, and other livestock were moved to higher ground.

Capt. Stephen S. Yeandle, district Coast Guard officer at St. Louis, directed the flood relief operations in which more than 400 Coast Guardsmen and 87 Coast Guard vessels were employed. Approximately 200 members of the Coast Guard Auxiliary manned their yachts and small power boats to aid in the rescue operations.

Large Coast Guard tender-class cutters supported by picket boats, Coast Guard Reserve vessels, and other miscellaneous craft were stationed at strategic points in the flood area. The tender-class cutters *Poplar* and *Goldenrod* operated from St. Charles, Mo. The cutters *Jonquil* and *Oleander* were based at Grafton, Ill. The cutters *Azalea* and *Dogwood* operated on the Mississippi River from St. Louis to Cairo. Other bases from which smaller miscellaneous units operated are located at Beardstown, Ill., Alton, Ill., Athens, Ill., Law-

renceville, Ill., and Chouteau Island in the Mississippi River near St. Louis.

Four Coast Guard communications trucks were also employed in directing relief operations and in maintaining communications with isolated communities. From St. Louis, two amphibious planes were used to patrol the stricken areas.

The flood, one of the most serious in recent years, began on May 5, the waters continuing to rise until a high water of 42.4 feet was recorded on the Illinois River at Cape Girardeau on May 27, setting a new all time record for that point. On May 28, the waters at most points were falling moderately and on May 31, the Coast Guard district office at St. Louis ordered all units to resume normal operations.

Flood waters in the Illinois River valley alone covered 31 counties in Illinois, inundated approximately 1,100,000 acres, destroyed or damaged 5,025 houses and affected 20,000 families.

NAVY CROSS AWARDED COAST GUARD MAN FOR NORTH AFRICAN EPISODE

For "consummate skill and courage" in defending his landing boat against strafing enemy planes and for evacuating wounded during the landing of American troops in French North Africa, Coast Guardsman Paul L. Clark, of Jersey City, N. J., has been awarded the Navy Cross.

Clark was engineer of a landing boat that carried assault troops ashore during the first landing. After discharging his cargo, Clark and two companions awaited the return of their commanding officer who had gone on a reconnaissance mission. Enemy planes appeared and strafed the landing boat, riddling its hull and putting its guns out of action. In the attack one of Clark's companions was killed and the other critically wounded.

Alone, Clark succeeded in getting the badly damaged boat back into the water and headed for the nearest destroyer. Later he returned to the beach and picked up his commanding officer and several wounded men and carried them back to the safety of the fleet.

MOUNTED HORSEMEN PROVING EFFECTIVE FOR WARTIME BEACH PATROL

One of the effective measures introduced by the United States Coast Guard in its security program since the begin-

ning of the war, is the horse patrol. With over 50,000 miles of coastline to protect from enemy attempts to land spies or saboteurs, the service has become aware of the value of horses in coastal patrol work, and at the present time a force of several thousand horses is being used in this work.

When the horse patrol was first inaugurated about a year ago, volunteer horsemen recruited from civilian ranks and using their own mounts were employed. While certain administrative difficulties were encountered, the effectiveness of such patrol work was established.

Regular Coast Guard Enlisted Reserves and Reserve officers have since been employed in the horse patrol, and arrangements have been completed with the Army Remount Service for the use of horses and equipment. A general survey of the coastline indicated which parts were best suited for mounted patrol work. Stabling arrangements were made for quartering the horses, and the mounted patrol of the Coast Guard, as now constituted, was inaugurated in November 1942.

Coast Guard mounted patrol work has proven itself in many ways. Along the coastline are many long, isolated sections without roads, where horses can be effectively used for patrol work, as saddle horses are frequently capable of traversing rough terrain more speedily than trucks or men on foot. Men so mounted can run down saboteurs, and they can control crowds which might descend on a beach in time of disaster. The horses have been trained to remain motionless under machine-gun and rifle fire and can be used for the speedy dispatch of messages from remote points. Because of their highly developed instinct, they can frequently detect the presence of strangers long before the men can.

LIGHTHOUSE COMMISSIONED ENDING THREE YEARS OF CONSTRUCTION

Cleveland Ledge Lighthouse, the first major light station to be constructed on the Atlantic coast in recent years, was commissioned on June 1, 1943, and is now in full operation. The station was begun in August 1941 and was turned over to the Government by the contractor in October 1941. Although a temporary light has been installed there since that time, the full permanent installation of lighting, fog signal, and radio equipment was not made until

recently, because of the shortage of such material brought about by wartime conditions.

The station marks the southern approach to the Cape Cod Canal, which is a short cut between northern and southern New England ports and a means of avoiding the dangers of passage around Cape Cod. It also marks the outer end of the Cleveland Ledge Channel. The importance of a lighthouse at this point is increased by the fact that the nearest land is more than 2 miles away and frequently obscured by fog.

Cleveland Ledge Lighthouse is built in about 21 feet of water, on a ledge, about 1.8 miles from shore. The foundation consists of a circular reinforced concrete caisson about 52 feet in diameter and 52 feet high with walls 5 feet thick. This caisson rests on a wood crib built of two tiers of 12 by 12 timbers. The interior of the caisson is filled with rock. The top of the crib is surfaced to form the main deck of the structure, and above this rises a two-story reinforced concrete building surmounted by a tower about 50 feet high of the same material. An antenna tower and platform of structural steel also rises from the main deck.

PORTABLE ELECTRIC MEGAPHONES REQUIRED ON MERCHANT SHIPS

The recent requirement of portable electric megaphones for use aboard mer-

chant vessels is now being followed by the approval of acceptable equipment by the Commandant of the United States Coast Guard. Section 153.21a of the Emergency Regulations for Merchant Vessels requires a portable loudspeaker which operates independently of the ship's generators or other similar electrical supply.

The purpose of the portable electric megaphones, which are self-contained units, is to enable masters and other officers to give orders and directions from the bridge to those at the lifeboats, the gun platforms, and other places beyond the range of the unaided voice. This portable equipment is necessary to take the place of the regularly installed communication equipment, should this be made inoperative as the result of torpedoing or other emergency.

In the development of this equipment, the Merchant Marine Inspection Division of the Coast Guard made many tests under actual operating conditions aboard vessels at sea as well as in port. The general requirements for the new equipment call for a portable megaphone, to the smaller end of which is attached a microphone; and an amplifier and battery contained in a portable case. In use, the amplifier-battery case is suspended from the shoulder by a strap. The megaphone is plugged into it by a short length of cord, and is available for use upon the closing of a switch located in a pistol-grip type handle.

MERCHANT MARINE INSPECTION ACTIVITIES

AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following amendments to Subchapter O were published in the Federal Register of May 26, June 10, and June 16, 1943.

PART 153—BOATS, RAFTS, AND LIVESAVING APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.2 (b) (1) is amended by changing the next to the last sentence to read as follows:

§ 153.2 *Additional lifesaving equipment on ocean and coastwise vessels.* * * *

(b) *Cargo vessels and tank ships.* * * *

(1) *Lifeboats and rafts.* * * * Rafts shall not be less than 15-person capacity. * * *

Section 153.2 (b) (3) is amended to read as follows:

§ 153.2 *Additional lifesaving equipment on ocean and coastwise vessels.* * * *

(b) *Cargo vessels and tank ships.* * * *

(3) *Ladders.*—Cargo vessels and tank ships shall be provided with suitable flexible ladders to enable pilots to board and persons to descend to lifeboats and rafts as follows:

1 ladder to be carried on each side of the vessel to reach from the boat deck to the light load line.

1 ladder to be carried on the navigation bridge to reach from said bridge to the main deck.

Effective May 30, 1943, at least one of the aforementioned flexible ladders of an approved type shall be carried for embarkation and pilots' use. On and after June 30, 1943, all new installations or replacements of flexible ladders shall be of an approved type.

Section 153.6 is amended by changing the headnote to read as follows:

§ 153.6 *Additional equipment for lifeboats on self-propelled ocean and coastwise vessels.* * * *

Part 153 is amended by the addition of a new § 153.6a which reads as follows:

§ 153.6a *Additional equipment for lifeboats on seagoing barges of 100 gross tons or over.*—(a) The following additional equipment shall, during the emergency, be provided for lifeboats on seagoing barges:

(1) *Daytime distress signals.*—Four self-contained smoke signals of an approved type.

(2) *Distress signals.*—A watertight metal case containing 12 self-igniting red lights of the same character as the distress lights required for lifeboats by § 50.11 of this chapter.

(3) *Water containers.*—Suitable water containers or tanks fitted with means for drawing water and containing not less than 9 quarts of water for each person the boat is to accommodate. (Total 10 quarts water per person.)

(4) *First-aid kit.*—One approved first-aid kit of the same kind and type as required for lifeboats by § 153.6 of this part.

(5) *Flashlight, lamp, and batteries.*—One approved flashlight complete, one extra lamp, and three extra sets of approved batteries contained in a portable watertight metal case.

(6) *Hatchet.*—One single-edge hatchet attached to lanyard and readily available.

(7) *Provisions.*—The provisions consisting of hard bread or equivalent of approved emergency ration shall be removed from the lifeboats and the following provisions shall be provided for each person the boat is to accommodate:

- (i) Fourteen ounces of biscuits known as "type C" rations covered by United States Army specifications.
- (ii) Fourteen ounces pemmican covered by specifications for United States Navy Aircraft Emergency Ration Pemmican.
- (iii) Fourteen ounces of chocolate tablets in waterproof packages or containers, or an additional 14 ounces of biscuits "type C" rations covered by United States Army specifications.
- (iv) Fourteen ounces of milk tablets in waterproof packages or containers. The provisions shall be stowed in airtight receptacles as heretofore. Equivalents in calorific value may be substituted for pemmican required by item (ii) and the milk tablets required by item (iv) or both: *Provided*, That the substitutes and packing are satisfactory for lifeboat use. Samples of proposed substitutes shall be submitted to the Commandant for approval.
- (8) *Signal flag*.—One yellow or bright orange bunting flag 4'6" x 8' with suitable lanyard for attaching flag to an oar.
- (9) *Wooden plugs*.—Not less than 25 softwood plugs 3 inches long tapered from $\frac{1}{4}$ to $\frac{3}{8}$ inches in diameter and contained in a canvas bag.
- (b) In addition to the equipment required by paragraph (a) of this section, the following additional equipment for lifeboats on seagoing barges of 1,000 gross tons or over certificated for the first time after March 1, 1943, shall, during the emergency, be provided:
 - (1) *Bailer*.—One bailer of sufficient size and suitable for bailing with lanyard attached.
 - (2) *Bilge pump*.—An approved bilge pump of the same construction and type as required for lifeboats by § 153.6 of this part.
 - (3) *Blankets*.—One woolen blanket in waterproof cover for each person the boat is to accommodate but no more than six blankets need be provided for any one lifeboat.
 - (4) *Chart*.—A current hydrographic office (U. S. Navy) pilot chart of the waters navigated, in a metal container (similar to a sounding tube case).
 - (5) *Compass*.—One efficient liquid compass with not less than a 2-inch card.
 - (6) *Ditty bag*.—One canvas bag containing sailmaker's palm, needle, sail twine, marline, and marline spike.
 - (7) *Fishing kit*.—One approved fishing kit of the same construction and type as required for lifeboats by § 153.6 of this part.
 - (8) *Hatchet*.—One single-edge hatchet attached to lanyard.
 - (9) *Illuminating oil*.—One gallon illuminating oil in metal container.
 - (10) *Lantern*.—One lantern containing sufficient oil to burn at least 9 hours and ready for immediate use.
 - (11) *Locker*.—A suitable locker or box for the storage and preservation of the small items of equipment.
 - (12) *Lamp wicks*.—Two lamp wicks in a waterproof container.
 - (13) *Line*.—15 fathoms 12-thread line shall be provided.
 - (14) *Massage oil*.—One gallon massage oil of a type suitable for massaging the feet and legs.
 - (15) *Mast, sail, and jib*.—One mast, sail, and jib with necessary rigging.
 - (16) *Matches*.—Two additional boxes of frictional matches.
 - (17) *Painter*.—One painter of manila rope not less than 2 $\frac{1}{4}$ inches in circumference and a length of not less than three times the distance between the boat deck and the light draft.
 - (18) *Rudder*.—One rudder having a tiller with proper means of fastening.
 - (19) *Sea anchor*.—One sea anchor of the same size, type, and construction as required for lifeboats by § 59.11 of this chapter.
 - (20) *Signaling mirrors*.—Two approved signaling mirrors as required for lifeboats by § 153.6 of this part.
 - (21) *Signal pistol*.—One approved signal pistol outfit and 12 approved parachute red signal cartridges both in an approved portable watertight metal case as required for lifeboats by § 59.11 of this chapter.
 - (22) *Storm oil*.—One container holding one gallon of vegetable and animal oil so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

Section 153.7 is amended by changing the headnote to read as follows:

§ 153.7 *Additional equipment for life rafts approved prior to 15 March, 1943, for ocean and coastwise vessels.* * * *

Part 153 is amended by the addition of a new section 153.7a which reads as follows:

§ 153.7a *Equipment for life rafts approved on and after 15 March, 1943*.—The provisions of § 59.52 of this chapter, with respect to equipment for life rafts on

ocean and coastwise vessels, are suspended for the duration of the emergency insofar as they were applicable to life rafts approved on and after 15 March, 1943, shall be equipped as follows:

- (a) *Blankets*.—Four blankets in waterproof covers.
- (b) *Boathook*.—One boathook of clear-grain white ash not less than 8 feet long by $1\frac{1}{2}$ inches in diameter with a sharp hook and prong.
- (c) *Bucket*.—One galvanized iron bucket of not less than 2-gallon capacity with lanyard attached.
- (d) *Canvas hood and protective curtain*.—Portable spray curtains shall be provided on all sides extending at least 12 inches above the seats. An easily rigged windbreaker and canopy shall also be provided to protect the occupants from the weather and to enclose and cover the area within the bulwark. The canopy shall be so arranged that it can be used to catch rain water. The side curtains shall be provided with means to allow rowing the raft when the curtains are in place.
- (e) *Chart*.—A Hydrographic Office (U. S. Navy) pilot chart, reasonably current, of the waters navigated, in a watertight container (similar to a sounding tube case).
- (f) *Compass*.—One efficient liquid compass with not less than a 2-inch card.
- (g) *Daytime distress signals*.—At least four approved daytime distress signals.
- (h) *Distress signals*.—Twelve self-igniting red lights, or approved equivalent, in a watertight metal case, container to be same as required for lifeboats.
- (i) *Ditty bag*.—One canvas bag containing sailmaker's palm, needle, sall twine, marline, and marline spike.
- (j) *Drain plugs*.—One plug for each drain hole and two spare plugs accessible from either side of raft.
- (k) *Drinking cups*.—Two enameled, or otherwise suitable, drinking cups. One of the cups shall be suitably marked for measuring in one-half ounce sections for extracting water from container and rationing water.
- (l) *Electric water light*.—One electric water light of approved type with lanyard for attaching to the raft.
- (m) *First-aid kit*.—One first-aid kit consisting of the equipment as listed below, packed in a substantial metal or otherwise suitable container. The container shall be watertight when closed and of substantial construction not easily damaged or rendered nonwatertight. It shall maintain its watertightness when submerged at least 1 foot deep in water maintained at approximately 70° F. for a period of 2 hours. Items of equipment in the first-aid kit provided for life rafts shall be as follows:

1 unit, 2 inch bandage compress, 4 per unit.
 1 unit, 1 inch adhesive compress, each containing 16 compresses.
 1 unit, 3 eye pads, adhesive strips, 3 tubes eye dressing not less than $\frac{1}{8}$ ounce each.
 1 unit, ammonia inhalant, 4 tubes, each 2 cc. per tube, and 4 drinking cups.
 2 units, containing tourniquet and forceps.
 1 unit, 3 vials of iodine, 10 cc. each.
 2 units, 3 ounces tannic acid jelly in not less than 2 tubes (10 percent tannic acid with 5 percent sulphadiazine).
 1 unit, triangular bandage.

Where one unit is specified above, it shall be contained in a single carton of the dimensions set forth below. Where two units are specified, they shall be contained in two single cartons or one durable carton of the dimensions set forth below:

	Length	Width	Depth
	Inches	Inches	Inches
Single carton.....	4	$2\frac{1}{8}$	$\frac{5}{8}$
Double carton.....	4	$2\frac{1}{8}$	$1\frac{1}{4}$

- (n) *Fishing kit*.—One approved fishing kit.
- (o) *Flashlight*.—One approved flashlight with one extra lamp in a watertight metal case, and one extra set of batteries.
- (p) *Hatchet*.—One single-edged hatchet with lanyard attached.
- (q) *Illuminating oil*.—One gallon illuminating oil in oil-tight metal container.
- (r) *Lantern*.—One lantern with two extra lamp wicks. (Oil to be stowed separately—not in lantern.)

(s) *Life line*.—One life line properly secured entirely around the sides and ends of the raft, festooned in bights not longer than 3 feet with seine float in each bight. Suitable hand rails may be substituted for life line and seine floats.

(t) *Life preservers*.—Two approved life preservers.

(u) *Line*.—At least 15 fathoms of 12-thread manila.

NOTE: Where the manila rope specified is not obtainable, sisal or jute of a size to provide equivalent breaking strength may be substituted.

(v) *Massage oil*.—One gallon of oil of a type suitable for massaging the feet and legs.

(w) *Mast and sails*.—A suitable mast with one good mainsail and one jib sail, with proper gear for each. Sails shall be yellow or bright orange in color.

(x) *Matches*.—At least two boxes, each containing not less than three dozen friction matches in a watertight container.

(y) *Oars*.—Five oars, minimum length 8 feet.

(z) *Painter*.—One painter of manila rope not less than 2½ inches in circumference and a length not less than three times the distance between the boat deck and the light draft.

NOTE: Where the manila rope specified is not obtainable, sisal or jute of a size to provide equivalent breaking strength may be substituted.

(aa) *Provisions*.—The following provisions shall be provided for each person the raft is certified to carry:

(1) Fourteen ounces of biscuits known as "type C" ration covered by United States Army specifications.

(2) Fourteen ounces of pemmican covered by specifications for United States Navy Aircraft Emergency Ration Pemmican.

(3) Fourteen ounces of chocolate tablets in waterproof packages or containers, or an additional 14 ounces of biscuits "type C" rations covered by United States Army specifications.

(4) Fourteen ounces of milk tablets in waterproof packages or containers.

(5) The provisions shall be stowed in airtight receptacles.

(6) Equivalents in calorific value may be substituted for pemmican required by item (2) and the milk tablets required by item (4) or both, provided that the substitutes and packing are satisfactory for life raft use. Samples of proposed substitutes shall be submitted to the Commandant for approval.

(bb) *Rowlocks*.—Five rowlocks with chains connected for attachment near sockets, one for use with a steering oar.

(cc) *Sea anchor*.—One sea anchor constructed of not less than No. 4 canvas, at least 3 feet in diameter.

(dd) *Signaling mirrors*.—Two approved mirrors in a water-tight container plainly marked "Signaling Mirrors."

(ee) *Signal pistol*.—A signal pistol outfit consisting of an approved pistol with lanyard, and 12 approved parachute red signal cartridges, all contained in a watertight metal case properly marked.

(ff) *Storm oil*.—One container holding 1 gallon of vegetable or animal oil so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea anchor.

(gg) *Water*.—A quantity of water equal to 10 quarts per person divided in at least two containers of approximately equal capacity.

(hh) *Wooden plugs*.—Twenty-five soft wood plugs 3 inches long, tapered from $\frac{1}{4}$ to $\frac{3}{8}$ inch diameter.

Section 153.13 is amended to read as follows:

§ 153.13 *Emergency flashlights*.—There shall be provided for each licensed officer on ocean and coastwise vessels an approved flashlight suitable for signaling. Each person while on watch in the engine-room department shall also be provided with an approved flashlight.

EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register of May 22, June 10 and 16, 1943:

Bilge Pumps.

Bushcraft Marine Specialties, Los Angeles, Calif., Buera All American bilge pump (U. S. C. G. size No. 1) for lifeboats not exceeding 330 cubic feet capacity (drawing No. 7100, dated November 8, 1942).

The F. E. Myers & Bro. Co., Ashland, Ohio, semi-rotary hand operated bilge pump, No. 58-6 (U. S. C. G. size No. 2) for lifeboats not exceeding 700 cubic feet capacity (drawing No. 58-A-6, dated Apr. 5, 1943).

Emergency Light.

Benjamin Electric Manufacturing Co., Des Plaines, Ill., emergency light (Navy Department Bureau of Ships drawing No. 9-S-5311-L, Alt. 1.—Hand Lantern, Type J-18).

Fishing Kits.

Thompson and Cooke, Washington, D. C., emergency fishing kit.
Edw. K. Tyron Co., Philadelphia, Pa., emergency fishing kit No. 4.

Flashlight.

Delta Electric Co., Marion, Ind., two-cell watertight flashlight, Type I—Size No. 1 (drawing No. A-2060, dated Mar. 17, 1943).

Flexible Embarkation and Debarkation Ladders.

H. K. Metal Craft Manufacturing Co., New York, N. Y., manufacturer, and submitted by the Ro-Ed Engineering Co., New York, N. Y., Scully Pilot or Jacob's ladder.

Mikar Specialties Co., Safety Appliance Division, National Store Fixture Co., Baltimore, Md., flexible embarkation and debarkation ladder (drawing and specification dated May 28, 1943).

Seaway Manufacturing Co., New Orleans, La., flexible embarkation and debarkation ladder (drawing No. S. P. L. 12, dated April 23, 1943).

Lifeboats.

Gunderson Bros. Engineering Corp., Portland, Oreg., 24' 0" x 8' 6" x 3' 6" plywood oar-propelled lifeboat (455 cubic feet) (drawing No. 5L-101-X, rev. April 7, 1943). (Wartime capacity 30 persons.)

Lane Lifeboat & Davit Corp., Flushing, N. Y., 20' 0" x 6.6' x 2.6' metallic lifeboat (205 cubic feet) (drawing No. 2020, dated April 29, 1943); 20' 0" x 6.0' x 2.5' metallic lifeboat (180 cubic feet) (drawing No. 2020, dated April 29, 1943); 14' 0" x 5.4' x 2.3' metallic lifeboat, square stern (104 cubic feet) (drawing No. 1411) (for services other than ocean and coastwise); 16' 0" x 5.7' x 2.3' metallic lifeboat (125 cubic feet) (drawing No. 1612, dated May 17, 1943).

Life Preservers.

The American Pad & Textile Co., Greenfield, Ohio, adult kapok life-preserver vest, Style 10-BF-6 (Approved No. B-186) (drawing No. C-177, dated April 7, 1943, and Specification No. A-116, dated April 7, 1943) for general use and for use with approved rubber lifesaving suits.

Wilber & Sons, San Francisco, Calif., adult kapok quilted type life preserver (Approval No. B-187) (drawing No. 2-102, dated August 7, 1942) (for general use and for use in conjunction with rubber lifesaving suits); "Wilco" Style B 185 adult kapok life preserver, Navy Standard Type (Approval No. B-185).

Lifesaving Suit.

Vaco, Inc., New York, N. Y., lifesaving suit complying with Coast Guard Specification dated January 1, 1943.

Line-throwing Gun.

Reading Iron & Steel Co., New York, N. Y., 2 1/2" line-throwing gun, mounted type (drawing No. 10, dated April 9, 1943).

Oil Cleansing Solution.

Kelton Cosmetic Co., New York, N. Y., oil cleansing solution.

Signaling Mirror.

Safety Mirror Co., New York, N. Y., signaling mirror, chrome on nickel, on copper, on steel.

Signal Pistols and Parachute Flare Cartridges.

Columbia Appliance Corp., New York, N. Y., Columbia signal pistol III (drawing No. M-101, dated March 1943).

Sklar Steel Products Co., Los Angeles, Calif., Sklar pyrotechnic signal pistol No. 005 (drawing Nos. 205, 206, 209, 210, 213, 215, 216, 225, 226-A, 230, and 1002). International Fire Signal Division, Tipp City, Ohio, International red parachute signal flare paper cartridge No. 52-A.

Monty Laboratories Corp., Albany, N. Y., Monty red parachute signal flare plastic cartridge.

Water Indicators.

Bailey Meter Co., Cleveland, Ohio, secondary water level indicators for marine boilers (drawing Nos. C 304886-C, A 34914 BU, A 34914E, A 31114IV, and B 341274A).

Water Light.

L. A. Young Spring & Wire Corp., Oakland, Calif., Younglight automatic electric water light (drawing No. 1711, dated March 17, 1943).

APPROVAL NUMBERS FOR STANDARD LIFESAVING DEVICES

Approval numbers have been assigned to standard lifesaving devices of manufacturers in accordance with the following list, under the applicable provisions of regulations for inspected vessels prescribed by the Commandant, United States Coast Guard, or section 28.4-1 of the General Rules and Regulations for Motor-boats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, which supplements the lists appearing in previous Bulletins.

Manufacturer and type of lifesaving device	Approval Number
Victoria Bed & Mattress Co., 776 Topaz Ave., Victoria, British Columbia, Canada: Standard adult kapok life preserver.	A-233.

**ITEMS EXAMINED BY THE MERCHANT MARINE INSPECTION DIVISION
AND FOUND SUITABLE FOR MARINE USE**

ELECTRICAL APPLIANCES

A. Ward Hendrickson & Co., Inc., Brooklyn, N. Y., watertight bracket fixture, 15 watts maximum (drawing No. 21743-NRB, revised May 15, 1943). This fixture may be used for the period of the unlimited national emergency only.

Murlin Manufacturing Co., Philadelphia, Pa., nonwatertight fixtures, table lamp, 2-75 watts, fixture No. 876; table lamp, 25 watts, fixture No. 877; bulkhead fixture, 40 watts, fixture No. 940.

Reukauf Engineering Co., New York, N. Y., salinity indicator, multi-cell type (drawing No. MD-202, alteration 13); with cell and valve assembly (drawing No. MD-202-1, alteration 0), and salinity indicator circuit, Model Y21 (drawing No. MD-202-E, alteration 3).

AFFIDAVITS

Alloy Steel & Metal Co., Los Angeles, Calif., steel pipe fittings.

The Babcock & Wilcox Co., Alliance, Ohio, electric resistance, butt welded steel boiler tubes.

California Shipbuilding Corp., Wilmington, Calif., fabricated welded fittings.

Cardwell Manufacturing Co., Inc., Wichita, Kans., flanges.

Grable Manufacturing Co., Cleveland, Ohio, malleable iron, cast iron, and brass fittings.

Harold-Edwards Co., San Francisco, Calif., fabricated steel valves.

Marine & Industrial Products Co., Philadelphia, Pa., relief valves.

Oliver Iron and Steel Corp., Pittsburgh, Pa., bolts, nuts, rivets, studs and forgings.

Oregon Flange Co., Portland, Oreg., forged steel flanges.

Pacific Iron & Steel Co., Los Angeles, Calif., steel fabricated fittings.

Packless Metal Products Corp., New Rochelle, N. Y., Packless, Seamless, Heli-cal, Flexible bronze hose and couplings.

Penn Manufacturing Corp., Washington, Pa., steel pipe fittings.

Poole & McGonigle, 6330 N. E. Halsey St., Portland, Oreg., forged steel flanges.

Portland Forge & Foundry Co., Portland, Ind., forged steel flanges.

Rehrig-Howard Co., Los Angeles, Calif., fabricated steel gate valves.

Republic Supply Company of California, Los Angeles, Calif., fabricated fittings.

A. P. Smith Manufacturing Co., East Orange, N. J., gate valves.

Thermek Engineering Co., San Francisco, Calif., fabricated steel valves.

Welded Steel Valve Co., Cleveland, Ohio, valve manifolds.

Wiggins Quick Disconnect Coupling Division, E. B. Wiggins Oil Tool Co., Inc., Los Angeles, Calif., quick disconnect couplings for class II piping services other than steam.

WELDING PROCESS

Parsons Engineering Co., 2545 East Seventy-ninth Street, Cleveland, Ohio, electric-metallic-arc welding process, certificate No. P-32.

WELDING ELECTRODES

A. O. Smith Corp., Milwaukee, Wis., welding electrode No. SW-75 in any position; and welding electrode SW-76 in downhand position only. (For use in welding on marine boilers and pressure vessels.)

Universal Power Corp., Cleveland, Ohio, Universal Hevikote RP welding electrode. (For use in welding on marine boilers and pressure vessels.)

ACCEPTABLE FUSIBLE PLUGS

Farnan Brass Works Co., Cleveland, Ohio, Heat Nos. 344 to 347, inclusive.

AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

There was published in the Federal Register during the period from May 18 to June 17, 1943, the following enumerated material which concerned the activities of the Coast Guard. Reprints are not available for distribution to the public, but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
May 22	Approval of lifesaving equipment.	None.
May 26	Amendments to regulations regarding boats, rafts, and lifesaving appliances.	Title 46, parts 59, 60, 76, 94, 113, 153.
May 29	Amendments regarding security of ports and the control of vessels in the navigable waters of the United States.	Title 33, part 6.
June 10	Amendments regarding marine engineering, boats, rafts, and lifesaving appliances.	Title 46, parts 51, 52, 55, 56, 57, 59, 60, 153.
Do.	Approval of lifesaving equipment.	None.
June 15	Regulations regarding transportation on board vessels liquid chlorine in bulk.	Title 46, part 146.
June 16	Amendments to regulations regarding boats, rafts, and lifesaving appliances.	Title 46, part 153.
Do.	Approval of equipment.	None.



